

Community Reinvestment Strategy**C. TOPIC AREAS**

A thorough assessment of the cluster's residential, neighborhood commercial, youth development/recreation facilities, job centers, transportation and quality of life elements was conducted during Phase I - Data Gathering. Examples of various methodologies used to gather information were building condition surveys of both commercial and residential facilities, focus group forums, cluster board members and information received through mailings from community stakeholders and organizations. Information exchanges resulting from these activities led to the "discussion of area topics of concern" or "pride". This section focuses on those issues.

The building condition surveys were extensive since they involved the training of community participants to conduct and document the existing conditions. The evaluation of the conditions was executed utilizing criteria¹⁵ developed by CRS staff, and the Technical Assistant Teams.

The structures were evaluated to determine the following:

- Physical condition
- Abandoned structures or those earmarked for demolition
- Salvageable structures for rehabilitation or incorporation into future re-development plans

The exterior condition of the structures were analyzed and rated on the a scale of one (1) through four (4) as follows:

- (1) Reinforce: Stable Condition/Minor Repair
- (2) Revitalize: Beginning to Show Signs of Decline
- (3) Revitalize: Showing More Advanced Signs of Decline
- (4) Restructure: Major Deterioration

a. Commercial Conditions

Using the criteria stated above, the state of commercial structures were examined to determine their condition. (See Exhibit 14 - Neighborhood Commercial Condition Survey). The following can be concluded:

⇒ Almost all commercial establishments are located along major roads such as, Joy, Greenfield, Evergreen, Plymouth, W. Chicago, Tireman, Grand River, Southfield Freeway, Meyers and Weaver. The

¹⁵ All surveys were conducted at block group levels as presented by the 1990 Census Tract. The Housing survey rated the entire "block group", types of parking, and road conditions. The Commercial survey rated "commercial block faces", types of parking, and road conditions.

The data gathering participants were trained by the Technical Assistant Teams to conduct and document building condition surveys.

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most viable commercial strips are located on Warren from Greenfield to Ann Arbor Trail.

- ⇒ Most structures along Joy, W. Chicago, W. Warren, the lower section of Grand River, are in stable condition. Commercial blocks on Tireman between Woodmont and Southfield Freeway; Plymouth between Winthrop and Forrer, Plymouth between Penrod and Glastonbury and Strathmoor and Greenfield are beginning to show signs of decline.
- ⇒ Major/advanced signs of decline are found on Joy Road between Burt and Fielding; Joy Road between Hubbell and Blythe; W. Warren Avenue between Heyden and Patton; Fullerton Avenue between Meyers and Wyoming; Plymouth between Rutherford and Ashton, Washburn and Manor, Cheyenne and Shirley.

b. Residential Conditions

Conditions for residential facilities are depicted in Exhibit 15 - Residential Condition Survey. The following can be deduced:

- ⇒ 46 percent of the housing is in stable condition. This housing is predominantly in the western and eastern corner sections of the cluster.
- ⇒ 40 percent of the housing is in fair condition, that is, needing revitalization.
- ⇒ The most advanced housing deterioration comprised 14 percent. Most of these are located in the following census tracts, 5454, 5343, 5451, 5372, 5350, and 5352.

In summary, cluster issues ranged from the imbalance and/or availability of essential and auxiliary goods/services; a lack of a sense of security due to numerous burglaries and random crime; abandoned and deteriorating housing in the northern and central sections of the cluster; lack of job centers as they are located in the surrounding suburbs. Consequently, residents find it difficult to gain or at least compete for employment. Additional issues included the massive wear and tear on local roads due to truck traffic and poor road maintenance; illegal parking of trucks on residential streets; lack of visible enforcement and monitoring of recycling companies to limit environmental and safety violations; disrepair and lack of maintenance of community parks.

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Lastly, the community unanimously agreed that maintaining all the assets and improving the quality of life for all residents and business stakeholders was important. The next section will present issues brought forth in the focus group sessions.

Focus Group Highlights:

The information contained in the preceding sections is based on the Focus Group¹⁶ Discussions held July 24, 27, 31 and August 7, 1997 at the Cluster 7 site office. Focus Group Highlights are presented in each topic section to give the reader a snap-shot of the concerns and needs of the community.

1. Neighborhood Commercial

Focus Group discussions and consumer trends indicate the willingness of residents to do more area shopping if local merchants offer comparable diversified goods, services and prices. In addition, greater need for security and personal property protection for commercial establishments were concerns most mentioned.

The most unique feature or aspect in relation to neighborhood commercial also impacts the community negatively. Over-representation of Beeper/Pager Stores, Auto-Service Stores, and Liquor/Party Stores are of great concern to the residents. These issues and the vacant commercial strips along most of the major roads, lend cluster 7 to numerous revitalization opportunities.

The cluster has been designated as one of the potential sites for a proposed **Walgreens Store** development project. The site is on Evergreen(W), Plainview(E), Plymouth(S). Obviously, the limited number of projects cluster-wide are of great concern to the residents. However limited the projects, the consensus is that all future developments must meet the desired needs of the community if they are to have a positive and long lasting impact.

Assets & barriers

Cluster 7 has good bus routes on major commercial streets, diversity of ethnic restaurants and merchants with few areas containing good quality grocery stores.

Barriers to the existing commercial facilities are as follows: poor signage and parking, lack of neighborhood identification, lack of curb appeal, abundance of auto

¹⁶ Focus Group participants were the cluster board members, residents and other community stakeholders.

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repair stores and the lack of a sense of security by customers and proprietors.

Barriers to Commercial Development are:

- ⇒ excessive fees and permits,
- ⇒ city bureaucracy
- ⇒ crime and high taxes.

Overall, the barriers to both existing and future commercial developments out weighed the assets. Importance was stressed on destroying the barriers and maintaining the assets.

Quality of goods & services

The quality of goods and services was divided into two categories, good and poor. As a result of the discussion, **good quality services** are dry cleaning stores, bakeries, full-service restaurants (even though the number is limited) and video stores.

In the case of the **poor quality** category, the major issues are: internal cleanliness of stores, lack of fresh produce in grocery stores, full-service gas stations, loitering at party stores and banking services.

Location

Potential sites for grocery stores, retail and restaurants were recommended by the participants. Personal services did not receive a site location. The matrix below lists the goods and services category and the primary and secondary locations.

PRIMARY/SECONDARY SITING FOR COMMERCIAL DEVELOPMENTS

Table 5

GROCERIES		RETAIL STORES		RESTAURANTS	
Primary	Secondary	Primary	Secondary	Primary	Secondary
Joy & Greenfield	Plymouth & Southfield Fwy	Joy & Greenfield	Joy & Southfield Fwy	Joy & Southfield	Joy, west of Greenfield

It was observed that the area east of Greenfield was not considered for potential site locations.

Over/under represented goods & services

Typically to most Detroit neighborhoods, the #1 and #2 over represented goods/services were **Liquor Stores** and

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Telecommunications Stores(beeper stores) respectively. The remaining items were as follows:

- ⇒ Adult Entertainment
- ⇒ Auto Repair Shops

Under-represented goods and services were **Fresh Fruit Markets** and **Retail Stores** respectively. The remaining items are the following:

- ⇒ full-service restaurants (cluster-wide distribution)
- ⇒ Computer stores
- ⇒ Coffee shops

Financing mechanisms

Financing programs from other community organizations and block clubs in Metro Detroit and nation wide, were cited for reference. The first and second priorities were business incubator services and corporate investment opportunities. Other non-traditional mechanisms were:

- ⇒ Neighborhood cooperatives (pooling funds for business investments)
- ⇒ Neighborhood Investments (i.e. block club investment)
- ⇒ Church cooperatives (business investments)
- ⇒ Women's Cooperative

2. Housing

The area has a wide variety of housing styles and price ranges. One of the most unique aspects of this community is the affordability of good housing. The area is very stable with many long-time residents with a passion for progress and communal-prosperity. However, there is a change in basic home-ownership pattern occurring, as in other areas of the city. The change is seen as a decline over time in proportion of units occupied by the owner. The phenomenon is a transitional trend where single-family and small multiple units are converting from owner-occupied to renter-occupied status.

Housing abandonment that occurred during the late 1970's, and worsening economic conditions, made home ownership impossible for some cluster families. Further, reduction in neighborhood improvement funds has proved to be devastating to most home owners, especially those within the low-moderate income bracket. Much needed improvements and repairs have

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not been maintained. The increased abandonment, therefore, has raised the number of vacant structures, producing a two-phased impact on the community:

- Some of these structures become homes for neighborhood vagrant and drug proliferations.
- These structures increase the threat to stable neighborhoods and properties. They discourage potential owners/residents from moving into these neighborhoods.

However, the current vacant housing/lots discussed above, can be a positive source for economic revitalization. To date, the Herman Gardens Revitalization project is the only major housing development taking place within the cluster. W.D.I.F.O. as an umbrella organization has with various bodies like St. Hilary Catholic Church, Project M.O.S.E.S., etc. created collaborations with the City and Redford Township to "shut down drug houses" in the former and establish a playground in the Plymouth, Telegraph area for the residents, in the latter. Lastly, W.D.I.F.C.O.'s Housing Department has placed 10 families in rehabilitated homes. That is 43 homes rehabilitated in the cluster over 8 years.

Assets & barriers

Over 62% of the housing stock is comprised of brick homes, a valued asset. Other assets include, but are not limited to the following:

- ⇒ Good police response time
- ⇒ Multiple bus lines on major streets
- ⇒ Various size of buses in public transportation system
- ⇒ Good schools and educational institutions

In contrast to the assets, the group's **first** and **second** priorities for **barriers** to housing were high property taxes and the lack of ordinance enforcement (i.e. building codes, trash dumping and abandoned cars).

The remaining barriers are as follows:

- ⇒ Identification of home/property ownership
- ⇒ Proliferation of liquor-party stores
- ⇒ Lack of banks and other amenities
- ⇒ Lack of city involvement in securing commercial interest (i.e. filling vacant storefronts)

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Ownership patterns

An estimated percentage of homeowners versus renters in the neighborhoods and locations within the cluster were given by the focus group participants. Below is a matrix with the prioritization of the percentage and location of homeowners and renters.

PERCENTAGE AND LOCATION OF HOMEOWNERS VS. RENTERS
BY FOCUS GROUP PARTICIPANTS

Concentration of Renters
Table 6

Homeowners	Renter	Location
1. 40%	60%	Greenfield(east), Evergreen (west), Joy(south) and Plymouth (north)
2. 20%	80%	Wyoming & Meyers, Plymouth to Chicago
3. 30%	60% (10% vacant land)	Across from Herman Gardens

The following table consisted a "high concentration of homeowners" in comparison to renters.

PERCENTAGE AND LOCATION OF HOMEOWNERS VS. RENTERS
BY FOCUS GROUP PARTICIPANTS

Concentration of Homeowners
Table 7

Homeowners	Renters	Location
1. 90%	10%	Warren(south), Southfield Fwy(east), Ann Arbor Trail(west) and Joy Rd.(north), Plymouth to W. Chicago, W. Outer Drive to W. Parkway
2. 95%	5%	Chicago & Oakman Blvd., Schaefer Hwy. to Tireman, Joy Road
3. 70%	30%	Ardmore to Meyers, Lyndon to Grand River/Jeffries Fwy

It is important to focus on areas with a high percentage of renters as opposed to homeowners, if housing stock and neighborhoods are to be maintained. This point is supported by the *perceptions* community members have regarding renters. An overwhelming perception of neighborhoods consisting of renters is two-fold:

- ⇒ Slumlords attracting bad tenants. The perception is that they receive high rents for drug houses.
- ⇒ As a result of the former, the value of the quality of life in the area is drastically reduced.

The other perceptions of renters that were not prioritized were:

- ⇒ They do not maintain housing stock.
- ⇒ Absentee landlords tend to rent indiscriminately to elements that impact neighborhoods negatively.

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In the case of homeowners, the **number one** perception was poor neighborhood/block club participation. The rest were:

- ⇒ They take good care of properties
- ⇒ Sense of pride and unity (know thy neighbor)
- ⇒ Homeowners look out for each other (neighborhood watch)

Location

Potential sites for the following types of housing were recommended: In-fill of single-family homes, Rehabilitation of single-family, High density Multiple-family and New construction of single family homes. The matrix below lists the category and the potential locations.

POTENTIAL SITES FOR RESIDENTIAL DEVELOPMENT

Table 8

In-Fill Housing & Single Family	Rehabilitation & Single Family	New Construction & High Density Multiple Family
1. Southfield Fwy, Tireman, W. Chicago, Greenfield 2. Wadsworth, Appeline, Meyers, C&O RR tracks	1. Plymouth - Warren, Greenfield - Southfield 2. Plymouth - Chicago, Wyoming & Meyers 3. I-96 - Lyndon, Meyers - Roselawn.	1. Outer Drive and Plymouth (replace existing hotel/motel with senior housing)

Due to limited vacant land in the area, only one new multiple-residential development was recommended. The participants showed a preference to **maintaining existing single family housing**.

Special needs - housing demands

Senior citizen, low income to moderate, group homes for adults & children, and the homeless, were identified as populations with unmet housing needs. The first priority for housing was given to the low to moderate income group to be sited at the existing Herman Gardens Complex. The second priority was given to group homes for children. The only existing site is located on Joy Rd. between Greenfield and Southfield Fwy.

Other populations not given a priority were senior citizens, adult group homes and the homeless. The senior citizens represented roughly 75% of the population as homeowners in the Warrendale Community Organization and West Outer Drive Community Association areas. The remaining populations, adult group homes and the homeless represent 2-3% of the population, however, the

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homeless are not a visible population in the cluster, but common sense dictates that transitional shelters and affordable must be considered by both the community and city officials.

Quality of life

The quality of life in residential areas is usually a reflection of the residents and business owners. Oftentimes, several issues are not in the hands of the residents, but rather a direct impact of the level of service and commitment made by local government. In the final category, positive and negative issues that directly impact the quality of life in neighborhoods, were discussed.

The **first priority**, a negative issue, was the lack of traffic enforcement on residential streets (i.e. need for more visible traffic/stop signs). The group stated that the **high traffic volumes and fast speeding traffic** as the second priority. Traffic calming strategies are to be considered as one of the recommendations.

QUALITY OF LIFE ISSUES
Table 9

Positive	Negative
Landscaping - sidewalks, parks, etc.	Lack of educational/financial scholarship
Presence of block clubs & community organizations	Lack of resurfacing of sidewalks and roads
Accessibility to good parks	Poor road repair
Moderate to good curriculums, good student participation	Lack of city services to maintain parks
Timely Trash pick-up	Poor and/or no enforcement of littering laws and loud music ordinance
	Poor police response time
	Lack of barrier free sidewalks
	Lack of youth recreation centers
	Need to replace signage (bus stops, street signs)

3. Job Centers

The cluster has three major job centers, Crossroads Retail Center, Chrysler Corporation and Detroit Diesel. However, there are numerous barriers to job center creation in Cluster 7. The **barriers** in their ranking order are:

- ⇒ Lack of suitable space for "administrative/service employment opportunities. This was viewed as a zoning code mitigation issue. It involves the reviewing of existing zoning and land uses in the cluster as barriers to diversified job creation centers.
- ⇒ Lack of vocational training especially for "not at risk youth". The majority of the participants

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noted that the present environment did not create opportunities or encourage youth not inclined to attend college, to remain in the community, seek training and eventually, employment. Compounding the above mentioned barrier, consensus was that employment placement agencies located within the cluster were outdated and did not meet the desired needs of the community. Issues ranging from general improvement of services provided to having a more personalized approach in dealing with clients, ranked equally.

Even though Cluster 7 has good educational and a vocational training centers, i.e., WWC and Breithaupt, respectively, most residents are unprepared to compete for high skilled jobs. Clearly, the discrepancies between offered educational and vocational training and available employment opportunities, is a concern. Planning and cooperation between educational entities, will yield a better trained and skilled work-force for the 21st century.

Assets & barriers

Assets as discussed by the community are presented in a summarized table format below.

ASSETS AND BARRIERS

Table 10

1. Lack of suitable space	1. Available labor pool
2. Lack of vocational training	2. WWC and Breithaupt Trade School
3. Improve/personalize employment placement	

Location - potential job center sites

Over five excellent sites were proposed by the residents as potential sites to locate job centers. The site with the most approval was Plymouth/Southfield Fwy. Second preference, was the site along Plymouth between W. Outer Drive and W. Parks. Other proposed sites were: Greenfield/Joy Road - located opposite the FIA Office, Schoolcraft/Schaefer Highway and Tireman/Wyoming.

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DESIRABLE AND UNDESIRABLE JOBS

Table 11

• Better paying jobs (\$9.00/hour and above)	• Liquor Stores
• Multiplex Theater-type of employment (especially for youth and college students)	• Pager/Beeper Stores
• Specialty Stores offering specialized services and skill level	• Fast-food Restaurant
• Full-Service Restaurant jobs	

OCCUPATION (% EMPLOYED)

Table 12

Managers and Professional	12	15	16	15
Technicians	4	4	3	4
Sales and Admin. Support	31	29	29	31
Farming, Forestry/Fishing	0	0	0	1
Services	19	21	24	19
Precision production, craft and repair	9	8	7	12
Machine operators, Assemblers and Inspectors	13	13	11	9
Laborers	11	8	10	8

INDUSTRY (%)

Table 13

Manufacturing	22	22	19	19
Transportation	6	5	5	6
Communication and Utilities	3	4	4	3
Wholesale and Retail Trade	22	17	18	23
Finance, Insurance and Real Estate	6	7	7	6
Business, Personal & Entertainment Services	13	10	11	12
Professional Services	19	23	25	18
Public Administration	6	10	8	8
Other	3	3	2	5
Public Sector	16	21	21	15

Community Reinvestment Strategy**4. Transportation**

The existing public transportation rated fair in the following categories; accessibility, service delivery and routing. Even though less than 30% of the residents are without vehicles, the need for a more efficient public transportation system is a great concern. With over 90% of the residents working and shopping outside the cluster and city, the increased volume in traffic exacerbates congestion, road wear and tear, and air-pollution. The roads with the poorest conditions are Grand River, Greenfield, Plymouth, portions of Southfield Freeway, and Joy.

Truck traffic impact

The numerous freeways and inter-states that are accessible to Cluster 7 direct a significant amount of truck traffic through commercial and residential areas. As a result, there are more concerns regarding this issue.

Negative Impacts

Three negative impacts that ranked the highest were as follows:

- ⇒ Pot-holes and massive road wear and tear. Most felt that increased truck traffic accelerated the deterioration of the streets.
- ⇒ Routing of trucks on minor roads was viewed not only as a nuisance, but a safety hazard for the residents. This sentiment was further supported by the obvious incompatibility between truck traffic and residential use.
- ⇒ Safety issues/concerns due to illegal parking of trucks.

Positive Impact

The only positive impact credited to truck traffic as viewed by the residents was the following:

- ⇒ Tax revenue the community receives as a by-product.

Mass transit

Cluster 7 can be accessed via major arterials like Grand River, Greenfield, etc., and freeways such as Southfield and I-96. D-DOT and SMART lines serve the cluster. D-DOT is the dominant service-provider in the northern

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section of the cluster while SMART can be found along W. Warren Avenue, in the southern section. The findings of the focus group showed that there were more barriers to mass transit than assets. The table below represents the ranking order of both barriers and assets.

MASS TRANSIT

BARRIERS AND ASSETS

Table 14

<ul style="list-style-type: none"> • Inadequate police monitoring & patrol around bus stops 	<ul style="list-style-type: none"> • Clean buses
<ul style="list-style-type: none"> • Poor handicap accessibility- most wheelchair lifts are in poor condition or out of order. 	<ul style="list-style-type: none"> • In general, most buses adhere to the set schedule
<ul style="list-style-type: none"> • Poor customer service/relations - most drivers need to be customer/client friendly and tolerant 	
<ul style="list-style-type: none"> • Erratic service after business hours - limited service, if at all after business hours. 	

Special needs

The special needs section touched on a lot of issues that explained the negative attitude most residents had regarding the overall mass transit system. In summary, the findings ranked as follows:

- a. Over 80% of the focus group participants felt that there was a great need for all bus drivers to have extensive training in 'customer relations'. The most cited program was Seven Habits, and Total Quality Management, etc.
- b. 60% felt the upcoming "School of Choice Program" will be greatly impaired by the lack of student transportation.
- c. Need for a year-round *student/youth* transportation program to coincide with *youth/student* peak hours.
- d. There was a consensus regarding the limited services targeted at senior citizens. The general feeling was that not much was done by mass transit to enable senior citizens to have easier access to bus lines and/or available services or programs.
- e. Similarly, the feeling was that there were not enough programs to ensure that the general handicapped population can use public transportation. Most of the specialized lifts on

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buses were mostly in disrepair. In addition, for the hearing-impaired and blind passengers, receiving assistance from the bus-drivers usually proved to be a challenge.

5. Environment

Environmentally conscious communities enhance livability and sustainability. In the past, single-use zoning was adopted by most cities to safeguard against pollutant causing industries. However, the changing nature of "industry", has brought environment issues such as pollution abatement, toxic dumping, and brown-site identification into the fore-front. The economical costs associated with mitigation deter most investors from locating companies in a city or community. Consequently, identification and monitoring of contaminated sites and related issues, such as: junk car-lots, dumping and abandoned gas stations, are of great concern to the community.

Lead poisoning in homes built before 1978 (a significant stock in Cluster 7), continues to be a serious health hazard especially to small children city-wide. The City of Detroit has yet to administer and complete abatement of the 350 identified homes with a \$5.9 million federal grant received from the U.S. Department of Housing and Urban Development. The grant was to "clean out lead contamination in homes privately owned by low-income residents, and the remainder is for education programs and administering lead tests"¹⁷

Three contaminated sites are found in the cluster; ABC Drum & Barrel on 14290 Birwood; BETA Chemical Detroit on 14351 Ilene; Nelson Industrial Services on 12345 Schaefer and Detroit Diesel Corporation on 13400 West Outer Drive. (See Exhibit 19). These sites are designated for clean-up through the City of Detroit CERCLA SUPER FUND SITES, a program of the U.S. Environmental Protection Agency. The contaminants range from Xylene, PCE, Ethyl Ether, to TCE and DCA .

In addition, three salvage-sites were recommended by the community for clean-up, maintenance and monitoring.

- Consumer Recycling at 7777 West Chicago Road - Metal Recycling Company. Issues of concern were the indiscriminate huge piles of scrap metals over-flowing from the site to the surrounding pavements. This creates not only an unkempt and unattractive appearance to the neighborhood, but, the scrap metal dumpsters block the sidewalks, resulting in safety hazard to both pedestrians and vehicular traffic.

¹⁷ Excerpts from an article - "Getting the lead out" by Ann Mullen of Detroit Metro Times, November 19-25, 1997.

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- ABA Auto Parts at 8000 West Chicago Road - Junk and Auto Car Part Storage Company. Issues of concern relate to the undesirable appearance junk cars lend to the area, more importantly, the possibility of rat infestation as a by-product.
- Folks Junk Cars at 13747 Plymouth Road - Junk and Auto Car Part Storage Company. Issues of concern relate to the undesirable appearance, and the possibility of rat infestation as a by-product. In addition, occupancy of facility is hard to determine.

6. Youth Development

The main focus of this agenda item was to gauge the existence of youth development programs in Cluster 7. Further, it was to get perceptions from the community regarding their effectiveness. The approach was to look at both **assets** and **barriers** to youth development in the cluster. Based on the findings, there was almost equal weight between barriers and assets.

YOUTH DEVELOPMENT

ASSETS AND BARRIERS

Table 15

• Youth Conventions/conferences	• Lack of Transportation/Information dissemination
• Positive Role Models (individuals from the community)	• Youth Gangs and lack of parental guidance
• Positive Peer Pressure	• Negative Peer Pressure
• Drug Free Zones	• Drugs
• Mentorship Programs - New Gospel Temple	• Lack of parental guidance
	• Lack of youth-specific employment opportunities
• Schools	• Drugs
• Libraries	• Limited number of facilities cluster-wide
• Parks	• Lack of enforcement of curfews on minors

In summary, the ranking of both the barriers and assets were:

Assets:

1. Youth Conventions - those who address different issues youths are facing today such as, leadership and job training, drugs, teen-pregnancy, gangs, peer pressure, etc.
2. Positive Role Models - individuals living and working within the neighborhoods and cluster.
3. Designation of Drug Free Zones in various areas was the third most noted asset in promoting youth development.

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Barriers:

1. Drugs were ranked as the highest barrier to youth development.
2. Lack of employment opportunities within the cluster, especially for the youth.
3.
 - a. youth gangs
 - b. lack of parental guidance
 - c. peer pressure

Job training & placement programs

There is distinct lack of information sharing and dissemination regarding programs and opportunities available in the cluster and city. Therefore, the task of evaluating the availability and visibility of the programs was a challenge. Nevertheless, Job Training Placement Programs, Trade Schools and School to Work Programs available ranked high in terms of desirability and access. However, most focus group members still felt that there was great need to have more "job readiness" programs within the cluster.

Existing Programs:

- ⇒ Detroit Impact Center - Computer Training, Internships and Scholarships
- ⇒ Trade Schools such as Breithaupt Training School, located on Hubbell and Chicago
- ⇒ School to Work Programs - national program focusing on high school level youth in the areas of job experience and internships.
- ⇒ Job Training Program - A 20 week program specializing in carpentry, masonry, electrical and plumbing training.

Non-Existing Programs:

- ⇒ Apprenticeship programs in commerce, engineering, etc.
- ⇒ "One stop center" for Job Placement/Training.

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- ⇒ Limited publication or citizen awareness of all these available programs. This impacts access for most youth and residents

Recreational facilities and programs

In regards to recreational facilities and programs in the cluster, the majority felt that under-utilization of existing facilities and retaining volunteers to help run these programs was a great concern. The location of the most visible facilities cited are as follows:

LOCATIONS OF RECREATIONAL FACILITIES/PROGRAMS

Table 16

• New Gospel Temple - Mentorship and Youth Training Program	Tireman Road
• Big Brother/ Big Sister -Headquarters in Southfield	Available through out the cluster
• Grace Temple Youth Center	Joy & Oakman
• Detroit Impact Center	Greenfield
• Metropolitan Church of God in Christ -Maxwell House/Detroit Piston-Basketball Court	Schaefer and Grand River

TYPES OF YOUTH CRIME

Table 17

• Drug purchase and Trafficking	Chicago and Hartwell
• Defacing of property	Warrendale Community
• Assaults - Bus Stop Areas	Evergreen and Joy; Wyoming and Joy; Chicago and Greenfield
• Assaults and thefts - Herman Gardens Area	Tireman
• Gang Activity	Schaefer and Joy

Dropout and crime prevention strategies

The strategies to prevent crime and dropout rates among the youth in the cluster were prioritized thus:

Dropout:

1. Youth Camps
2. Incentives for good behavior and performance
3. Revised/relevant Educational Curriculum
4. Literacy Improvement Program
5. Athletic Camps
6. Charter Schools

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7. Accelerated Programs
8. Accountability Structures/perimeters or standards for both students and teachers.

Crime Prevention:

1. Extension of school operation-times to facilitate tutoring, after school extra-curricula activities
2. Literacy Improvement
3. Youth and Athletic Camps
4. Incentives for good behavior and performance

OTHER AREA ISSUES

On-going gang activity and violence has escalated. There have been fatal shootings and retaliations among the local rival gang factions. Citizens are understandably frightened and dismayed.

Allegations of corruption at the 6th Police Precinct resulted in an indictment of eight current and ex- police officers by the federal government on charges of stealing money, drugs and guns. The Free Press article dated September 18, 1997 stated that. "cops raided dope houses without warrants, often illegally searching the inhabitants". These issues need to be addressed by both the residents, community and city officials. An unsafe environment, where police are perceived as corrupt and dishonest, is not conducive to good community relations, well-being and prosperity.